Maryland Historical Trust
Determination of Eligibility Form

Property Name: Bridge # 8.82, Chestertown RR, Delaware Division **Inventory Number:** K-698

Address: Bridge # 8.82 over an unnamed tributary of Morgan Creek **Historic District:** ___ Yes X No

City: Kennedyville **Zip Code:** 21645 **County:** Kent

USGS Quadrangle(s): Galena

Property Owner: Maryland Transit Administration **Tax Account ID Number:**

Tax Map Parcel Number(s): **Tax Map Number:**

Project: **Agency:** Maryland Transit Administration

Agency Prepared By: MHT

Preparer's Name: Tim Tamburrino **Date Prepared:** 04/17/2009

Documentation Is Presented In:

Preparer's Eligibility Recommendation: X **Eligibility Recommended** ___ **Eligibility Not Recommended**

Criteria: X **A** __ **B** X **C** __ **D** **Considerations:** __ **A** __ **B** __ **C** __ **D** __ **E** __ **F** __ **G**

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: Kent County Railroad Corridor

Inventory Number: K-700 **Eligible:** X **Yes** **Listed:** __ **Yes**

Site Visit by MHT Staff: __ **Yes** __ **No** **Name:** **Date:**

Description of Property and Justification: ***(Please attach map and photo)***

The Kent County Railroad Corridor was determined eligible for listing in the National Regsiter of Historic Places. Bridge # 8.82 was constructed on this railroad line in 1913. The bridge is a representative example of its type and retains its character-definir features. As an engineering structure built during the railroad's period of significance, this bridge contributes to the significance of the railroad corridor and is eligible for listing in the National Register under Criteria A and C.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility Recommended: X **Eligibility Not Recommended:** ___

Criteria: __ **A** __ **B** __ **C** __ **D** **Considerations:** __ **A** __ **B** __ **C** __ **D** __ **E** __ **F** __ **G**

MHT Comments: Contributes to NR-eligible Kent Co. RR Corridor (K-700)

Tim Tamburrino ✓ 4/17/2009

Reviewer, Office of Preservation Services **Date**

P Kintz 4/17/09

Reviewer, National Register Program **Date**

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___ no ___

roperty Name: Bridge # 8.82, Chestertown RR, Delaware Division Inventory Number: K-698

Address: over an unnamed stream iof Morgan Creek Historic district: ___ yes X no

City: Kennedyville Zip Code: 21645 County: Kent

USGS Quadrangle(s): Galena

Property Owner: Maryland Transit Administration Tax Account ID Number: N/A

Tax Map Parcel Number(s): N/A Tax Map Number: N/A

Project: Repair work to the existing Bridge # 8.82, Chestertown RR, Del Agency: Maryland Transit Administration

Agency Prepared By: STV Inc.

Preparer's Name: Joseph Schuchman Date Prepared: 6/21/2007

Documentation is presented in: A physical description of this resource may be found under Item 7, on the Maryland Inventory of Historic Properties Form prepared for Bridge No. 8.82; the significance of the resource is evaluated under Item 8.

Preparer's Eligibility Recommendation: ___ Eligibility recommended X Eligibility not recommended

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: ___ Eligible: ___ yes Listed: ___ yes

Site visit by MHT Staff ___ yes X no Name: ___ Date: ___

Description of Property and Justification: *(Please attach map and photo)*

Bridge No. 8.82 which carries the Chestertown Railroad, Delaware Division across an unnamed stream of Morgan Creek is not eligible for listing in the National Register. Under Criterion A, while the resource is associated with growth and development brought to the eastern shore by the presence of the railroad, Bridge No. 8.82 is a representative and commonplace example of an early 20th century rail crossing. Under Criterion B, Bridge 8.82 is not associated with the lives of persons significant in our past. Under Criterion C, the bridge crossing is vernacular in execution, does not embody the distinctive characteristics of a type, period or method of construction and does not represent the work of a master or possess high artistic high artistic values. This determination has been made in accordance with the National Register Bulletin entitled "How to Apply the National Register Criteria for Evaluatio" (National Park Service 1988).

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ___ **Eligibility not recommended** X

Criteria: ___ A ___ B ___ C ___ D **Considerations:** ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments: Not eligible individually, but may contribute to NR-eligible linear district comprising RR line; evaluation pending

Jim Jacobsen 8/28/07
Reviewer, Office of Preservation Services **Date**

Beth Cole 8/28/07
Reviewer, National Register Program **Date**

200702953

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. K-698

1. Name of Property (indicate preferred name)

historic	Bridge No. 8.82, Chestertown Railroad, Delaware Division
other	

2. Location

street and number	Crossing an unnamed stream of Morgan Creek	__ not for publication
city, town	Kennedyville	__ vicinity
county	Kent	

3. Owner of Property (give names and mailing addresses of all owners)

Name	Maryland Transit Administration				
street and number	6 St. Paul St			telephone	(410) 539-5000
city, town	Baltimore	state	MD	zip code	21202-1614

4. Location of Legal Description

courthouse, registry of deeds, etc.	N/A		liber	folio
city, town		tax map	tax parcel	tax ID number

5. Primary Location of Additional Data

_____ Contributing Resource in National Register District
_____ Contributing Resource in Local Historic District
_____ Determined Eligible for the National Register/Maryland Register
__X__ Determined Ineligible for the National Register/Maryland Register
_____ Recorded by HABS/HAER
_____ Historic Structure Report or Research Report at MHT
_____ Other:_____

6. Classification

Category
_____district
_____building(s)
__X__structure
_____site
_____object

Ownership
__X__public
_____private
_____both

Current Function
_____agriculture
_____commerce/trade
_____defense
_____domestic
_____education
_____funerary
_____government
_____health care
_____industry
_____landscape
_____recreation/culture
_____religion
_____social
__X__transportation
_____work in progress
_____unknown
_____vacant/not in use
_____other:

Resource Count

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
_____	_____	Total

Number of Contributing Resources previously listed in the Inventory

_____

7. Description

Inventory No. K-698

Condition

___ excellent ___ deteriorated
X good ___ ruins
___ fair ___ altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Physical Description

This railroad was originally built in 1869-1870 as the Kent County Railroad; operation of this line had been assumed by the Pennsylvania Railroad and operated as the Chestertown Railroad, Delaware Division by the time of the bridge's construction.

Railroad Bridge No. 8.82 (Figure 1) carries the single rail track over an unnamed stream of Morgan Creek approximately one-half mile east of the unincorporated community of Kennedyville in southwestern Kent County. The metal deck girder bridge is surrounded by agricultural land. Bridge No. 8.82 (Photographs 1-4) was built in 1913; the year of construction is incised on the east and west wing walls.

At least one earlier railroad bridge carried the track over this unnamed stream; no physical evidence of an earlier crossing survives and no information has yet come to light over the appearance of this earlier bridge.

The bridge is functional in appearance and is a common example of an early 20th century rail crossing. The crossing is comprised of a single span with a span length of 22'0". The superstructure is a redundant design comprised of four simply supported riveted steel plate girders. The spacing between Girders No. 1 and 2 and between Girders 3 and 4 is 1.9". The spacing between Girders No. 2 and 3 is 3'2". The superstructure is set between two concrete gravity abutments. The north wing wall is flared and the south wing wall lies parallel to the face of the abutment (Century: 161).

Girder Bridge Construction

Metal girder, or beam, bridges exemplify the modern application of traditional bridge technology. The metal girder bridge is essentially a structure in which a floor system and roadway (made of timber or concrete) are supported by girders, generally consisting of rolled sections of metal (of various shapes, including "I" and "W") which are plain or encased in concrete. Girders are the members which span between the main supports of a structure (Spero: 103).

By 1861, major bridge components were manufactured of rolled iron, and by 1870 techniques of mass production were applied to the making of a variety of iron structural shapes, including beams or girders. The general design and manufacture of such iron components between 1860 and 1890 led to the construction of many iron girder spans throughout the United States, particularly on railroads. By 1895, however, wrought iron structural shapes were rapidly becoming unavailable as steel took its dominant place in girder bridge construction (Spero: 103).

Like their metal truss counterparts, the types of both iron and steel girder bridges developed in the nineteenth century may usefully be categorized by the relationship of the roadway, or deck, to the position of the girder or girders: deck girder, through girder, and half-through girder bridges. Plate girder spans are bridges in which the girders consist of built-up riveted sections with a deeper "web" between the top and bottom flanges of the girder. The plate girders may be placed beneath the bridge deck, in a deck girder configuration, or may rise above the level of the roadway, as in the half-through variant (Spero: 103).

Under the impetus of the railroads, metal girder bridge design and construction reached full development during the last quarter of the nineteenth century. By 1905, standard design plans and specifications for all types of girder bridges were available through such organizations as the American Railway Engineering Association, and the American Society of Civil Engineers, and such prominent private bridge building firms as the American Bridge Company (Spero: 104).

Plate girder bridges were typically riveted in the shop and shipped by rail to the intended sites. As in the case of metal trusses, the introduction of the portable pneumatic riveter allowed some early twentieth century plate girders to be riveted in the field, but many important shipment and construction considerations remained. One early 20th century observer noted:

> Usually it is the difficulty of shipping very long plate-girders from bridge shop to site that determines the superior limit of such spans. The loading of long girders on cars for shipment is quite an art, and it should be entrusted only to men experienced in such loadings; for, otherwise, the metal is liable to be injured in transit or the cars break down. . . . About as long a plate-girder as has ever been shipped in one piece was one of one hundred and thirty-two (132) feet. It required four flat cars to transport it. Longer plate-girder spans than this have been built, notably tubular bridges and swing spans, but they were shipped in parts and assembled at site. This expedient for simple spans is really permissible only in case of bridges to be sent to foreign countries, and it is to be avoided if possible even then, because it is sometimes difficult to obtain a satisfactory job of field riveting when making the splices, although the use of pneumatic riveters tends to reduce materially the force of this objection (Spero: 105, 109).

Metal girder bridges were most likely introduced and first popularized in Maryland by the state's major railroads of the nineteenth century, including the Baltimore and Susquehanna, its successor the Northern Central, and the Baltimore and Ohio Railroad. As discussed, bridge engineering historians have documented the fact that James Milholland (or Mulholland) erected the earliest plate girder span

in the United States on the Baltimore and Susquehanna Railroad in 1846 at Bolton Station, near present-day Mount Royal Station (Spero: 110).

By December 31, 1861, the Northern Central Railroad, which succeeded the Baltimore and Susquehanna, maintained an operating inventory in Maryland of 50 or more bridges described simply as "girder" spans, in addition to a number of Howe trusses. Most of these were probably iron girder bridges; the longest were the 117-foot, double-span bridge over Jones Falls and the 106-foot double-span girder bridge at Pierce's Mill (Spero: 110).

8. Significance

Inventory No. K-698

Period	Areas of Significance	Check and justify below		
__ 1600-1699	__ agriculture	__ economics	__ health/medicine	__ performing arts
__ 1700-1799	__ archeology	__ education	__ industry	__ philosophy
__ 1800-1899	__ architecture	__ engineering	__ invention	__ politics/government
X 1900-1999	__ art	__ entertainment/ recreation	__ landscape architecture	__ religion
__ 2000-	__ commerce		__ law	__ science
	__ communications	__ ethnic heritage	__ literature	__ social history
	__ community planning	__ exploration/ settlement	__ maritime history	X transportation
	__ conservation		__ military	__ other: ____

Specific dates 1913 **Architect/Builder**

Construction dates 1913

Evaluation for:

__X__ National Register _____Maryland Register _____not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

The bridge is located one half mile east of Kennedyville which substantially remains the crossroads community depicted on the 1877 *Atlas of Kent & Queen Anne's Counties*. The Kennedyville railroad depot was located immediately east of the main north-south road (present day SR 298). In 1877, the town consisted of one hotel, two churches, School No. 4, a post office and approximately 14 single-family dwellings. Prominent local merchants included William S. Culp, carpenter, builder and manufacturer of peach baskets, and wheelwright H. Anderson. B. P. J. Sparks, the proprietor of Sparks Mill offered "the best grades of family flour" and promised payments of "the highest cash for wheat at all times." C. H. J. Sparks, proprietor of the "Cash Store advertised his goods were "bought for cash and can offer better bargains than can be obtained elsewhere. I intend to sell for cash or country produce. Give me a call before going elsewhere" (Lake et al).

Chapter 148 of the 1856 Session Laws of Maryland, passed March 8, 1856, chartered the Kent County Rail Road Company, charged with building a railroad from the Chesapeake Bay or connecting Chester River in Kent County east to a point on the north side of the Sassafras River in Cecil County or on the Queen Anne and Kent Railroad, as well as branches to any point in Kent County (Maryland Room Collection).

Construction began in March 1868, but work ceased in September 1868 owing to a shortage of funds. Work began again in April 1869, with the intention of building from the Delaware Railroad and the Queen Anne and Kent Railroad at Massey to Rock Hall (where a ferry would connect with Baltimore), with a branch to Chestertown. The line was opened from Massey to Kennedyville in April 1870. The remainder of the line from Kennedyville to Chestertown opened on February 20, 1872. On February 15, 1877 the Kent County Railroad was sold at foreclosure and bought by the New Jersey Southern Railroad (later part of the Central Railroad of New Jersey (CNJ)). The Kent County Rail Road Company, and the Smyrna and Delaware Bay Railroad officially merged on May 12, 1883 to become the Baltimore and Delaware Bay Railroad (Emory: 552-553, 555; Maryland Room Collection).

The Pennsylvania Railroad (PRR) purchased the railroad on June 25, 1902, assigning it to a subsidiary, the Philadelphia, Wilmington and Baltimore Railroad. On October 2, the property was transferred to the Delaware Railroad, another PRR subsidiary.

The Delaware Railroad was incorporated under authority of special acts of the States of Delaware and Maryland, April 13, 1887, and May 3, 1882, respectively. An agreement dated December 31, 1898, consolidated four Eastern Shore railroads: the Delaware Railroad Company, the Queen Anne's and Kent Railroad Company, as reorganized, the Delaware and Chesapeake Railway and the Cambridge and Seaford Rail Road Company (http://broadway.pennsyrr.com/rail/Prr/Corphist/drrhist.html).

Historic maps from the late 19th century suggests in its earliest years the railroad operated as the Kent County Railroad and the Kent County and Smyrna & Delaware Bay Railroad. An 1881 passenger schedule illustrates the line running the width of the Delmarva Peninsula and operating as the Kent County and Smyrna & Delaware Bay Rail Road (Figures 2 through 5). By the turn of the 20th century, the railroad had assumed the name Baltimore and Delaware Bay Railroad (Figures 6 and 7) and by 1911 was known as the Chestertown Railroad, Delaware Division (Figure 8). In the mid to later 20th century, operations continued under the designation Pennsylvania Railroad (Figure 9).

The present bridge crossing was constructed in 1913 and may have been a component of overall infrastructure improvements. The name given to the bridge reflects the name under which the rail line operated at the time of its completion. Speculative reasons for construction may include increased usage of the line, increased tonnage of rail locomotives and equipment, and/or modifications necessitated by nearby track realignment. There is no visible evidence of the former bridge at this location.

On February 1, 1968, the PRR merged with arch-rival New York Central to form the Penn Central; Penn Central declared bankruptcy in June 1970. and in April 1976 Consolidated Rail Corporation, (popularly identified as Conrail) was created as a federally-funded to assume control of the major Northeast railroad companies, all of which were financially failing (http://en.wikipedia.org/wiki/Pennsylvania_Railroad: http://en.wikipedia.org/wiki/Conrail).

The Final System Plan which created Conrail in 1976 omitted Delmarva Peninsula rail lines which included the primary mainline between Wilmington, Delaware and Pocomoke, Maryland and several smaller branch lines, among which was the Chestertown Railroad (http://www.mdde.com/).

These Delmarva lines were slated to be abandoned. However, politicians from the states of Maryland and Delaware contracted with Conrail to operate these struggling branches as a subsidized "designated operator" with ownership retained by Penn Central. After one year of operation the

expense of subsidizing these lines at Conrail's high cost led the state governments to seek a lower cost short line as a "designated operator." In August 1977, as the Conrail startup was still in full swing, the Maryland and Delaware Railroad Company (MDDE) was created. Soon after its organization, the firm was selected as the "designated operator" of three branches in its namesake states under contract with the Maryland Department of Transportation (http://www.mdde.com/).

The MDDE line originally included the Cambridge-Seaford Line, the now abandoned route between Clayton, Delaware and Easton, Maryland and the Chestertown-Centreville Line runs between the Conrail interchange in Townsend, Delaware and Massey, Maryland, at which point the rail line divides into two branches, one to Chestertown and the second to Centreville. The Maryland portion of these lines was subsequently purchased by the State of Maryland (http://www.mdde.com/).

Currently, the MDDE operates over 120 miles of track throughout the States of Maryland and Delaware (http://www.mdde.com/).

9. Major Bibliographical References

Inventory No. K-698

Publications:
The Maryland Room Collection, Talbot County Library, Clippings Files.
Emory, Frederic, Queen Anne's County, Maryland, Its Early History and Development (Queenstown: Queen Anne's County Historical Society, 1981)
Fluharty, A. L., Eastern Shore Railroads, unpublished document from the Maryland Room Collection, Talbot County Public Library.
Century Engineering Inc. and Sabra, Wang and Associates, Comprehensive Structural Inspection of Aerial Structures and Bridges, Massey/Centerville Freight Rail Line 148, Massey/Chestertown Freight Rail Line 149, Seaford/Cambridge Freight Line 168
Unpublished document prepared for the Maryland Department of Transportation, June, 2006
Sparo, P.A. C & Company and Berger, Louis & Associates, Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report, unpublished document prepared for the Maryland State Highway Administration, 1995

Maps:
Lake, Griffing and Stevenson, "An Illustrated Atlas of Kent and Queen Anne's Counties" (Philadelphia: 1877)
Lake, Griffing and Stevenson, "An Illustrated Atlas of Kent and Queen Anne's Counties" (1877) as reprinted in "The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland" (Salisbury: The Wicomico Bicentennial Commission, 1976).
"Map of the Pennsylvania Railroad Company's Lines East of Pittsburgh and Erie, Dated July 1, 1899"
"Philadelphia, Wilmington & Baltimore Railroad System, 1881; New York P & N Railroad, 1884"
"Pennsylvania Railroad and its Connections, December 1, 1911"
United States Geological Service, "Atlas, State of Maryland," Cecilton, Maryland, Edition of 1900.

10. Geographical Data

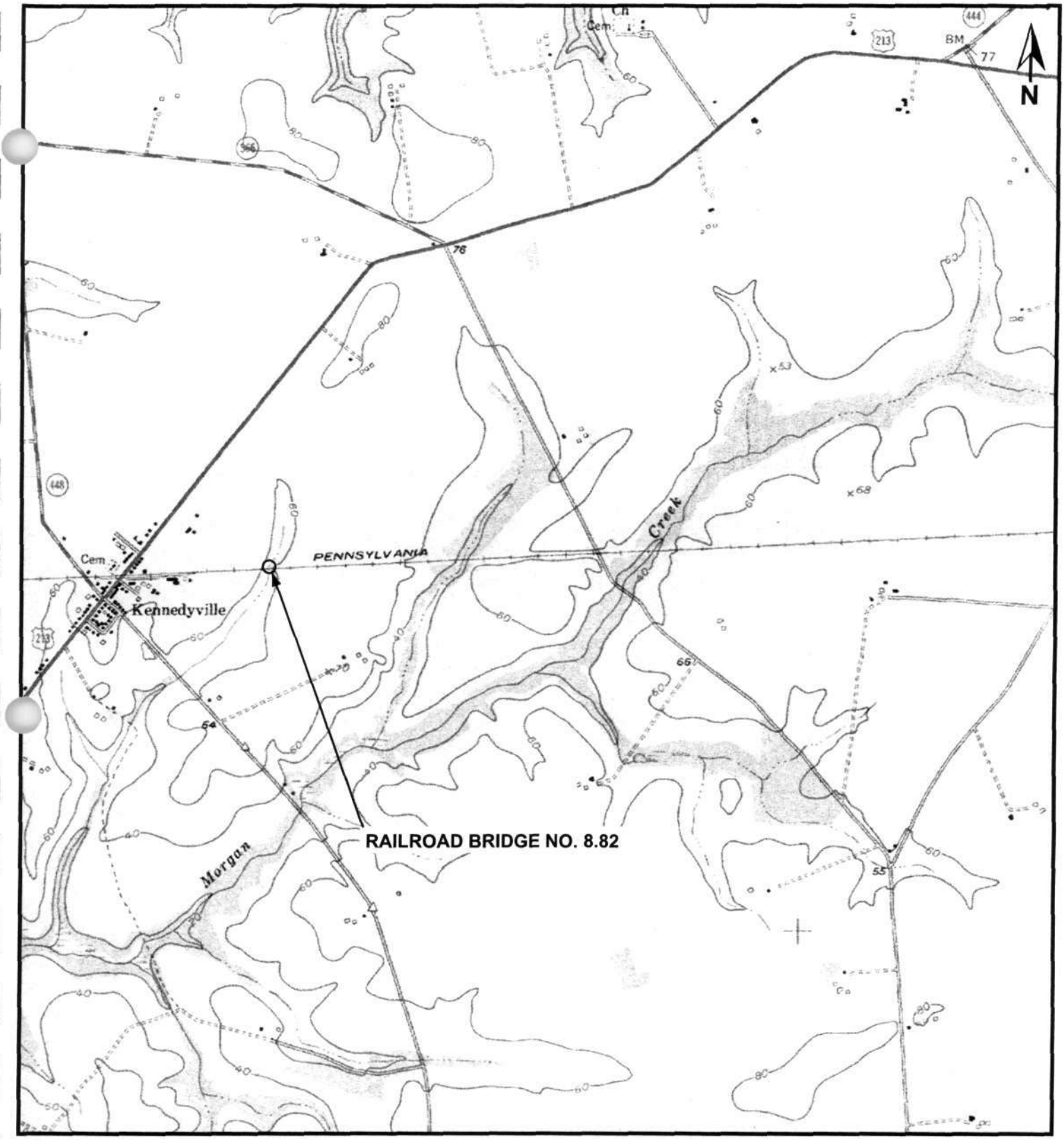
Acreage of surveyed property: N/A
Acreage of historical setting:
Quadrangle name: Galena, Maryland
Quadrangle scale: 1:24 000

Verbal boundary description and justification

Railroad bridge spanning an unnamed stream of Morgan Creek and associated abutments and wing walls.

11. Form Prepared by

name/title	Joseph Schuchman		
organization	STV Inc	date	June 21, 2007
street & number	7125 Ambassador Road, Suite 200	telephone	(410) 944-9112
city or town	Baltimore	state	MD



SCALE: 1" = 2,000'

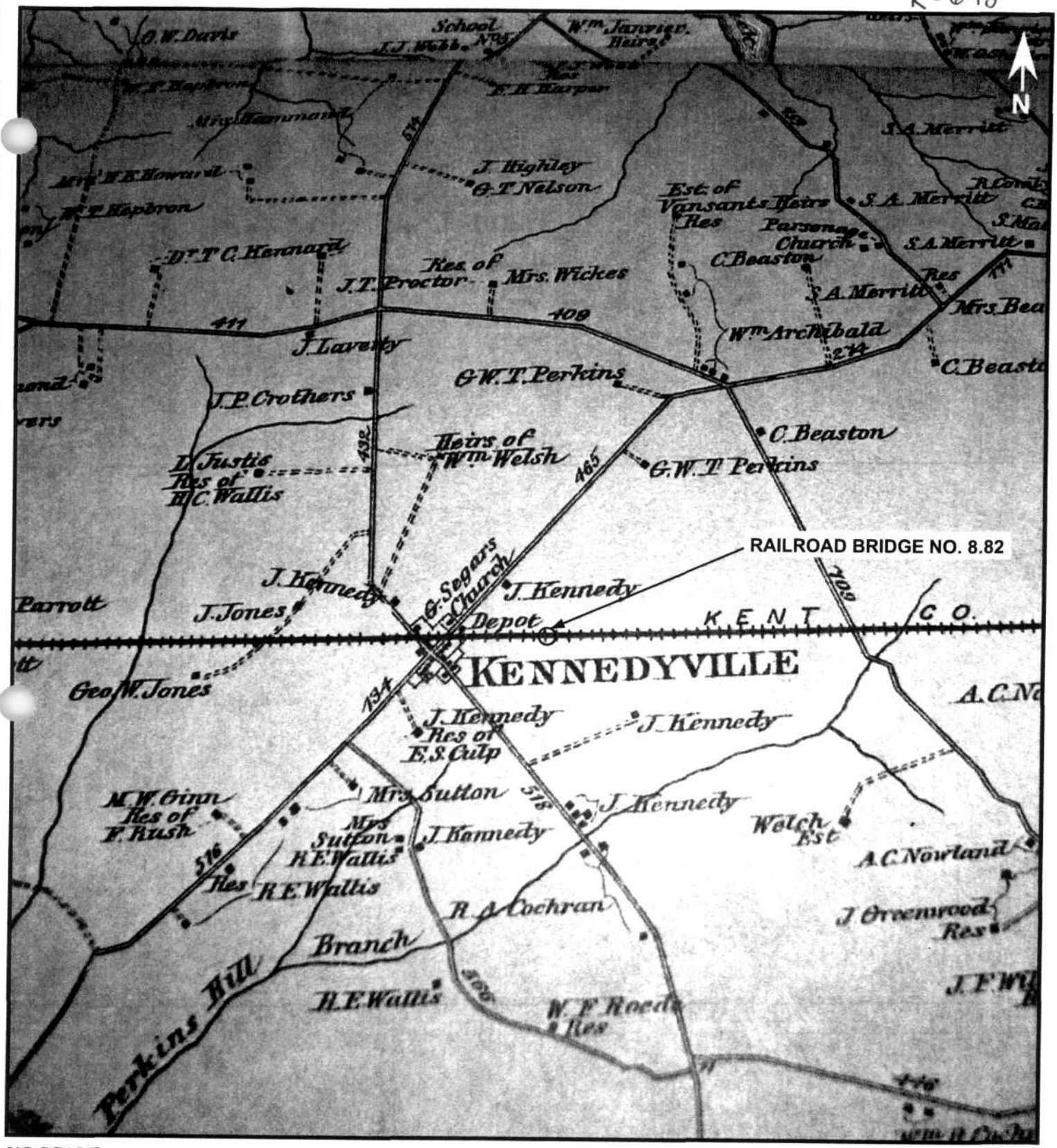
0 1,000 2,000

REFERENCE: United States Department of Interior Geological Survey
Galena, MD (1953, Photoinspected 1974)

K-698

FIGURE 1
PROJECT LOCATION MAP
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM
CHESTERTOWN RAILROAD / DELAWARE DIVISION - BRIDGE #8.82

K-698

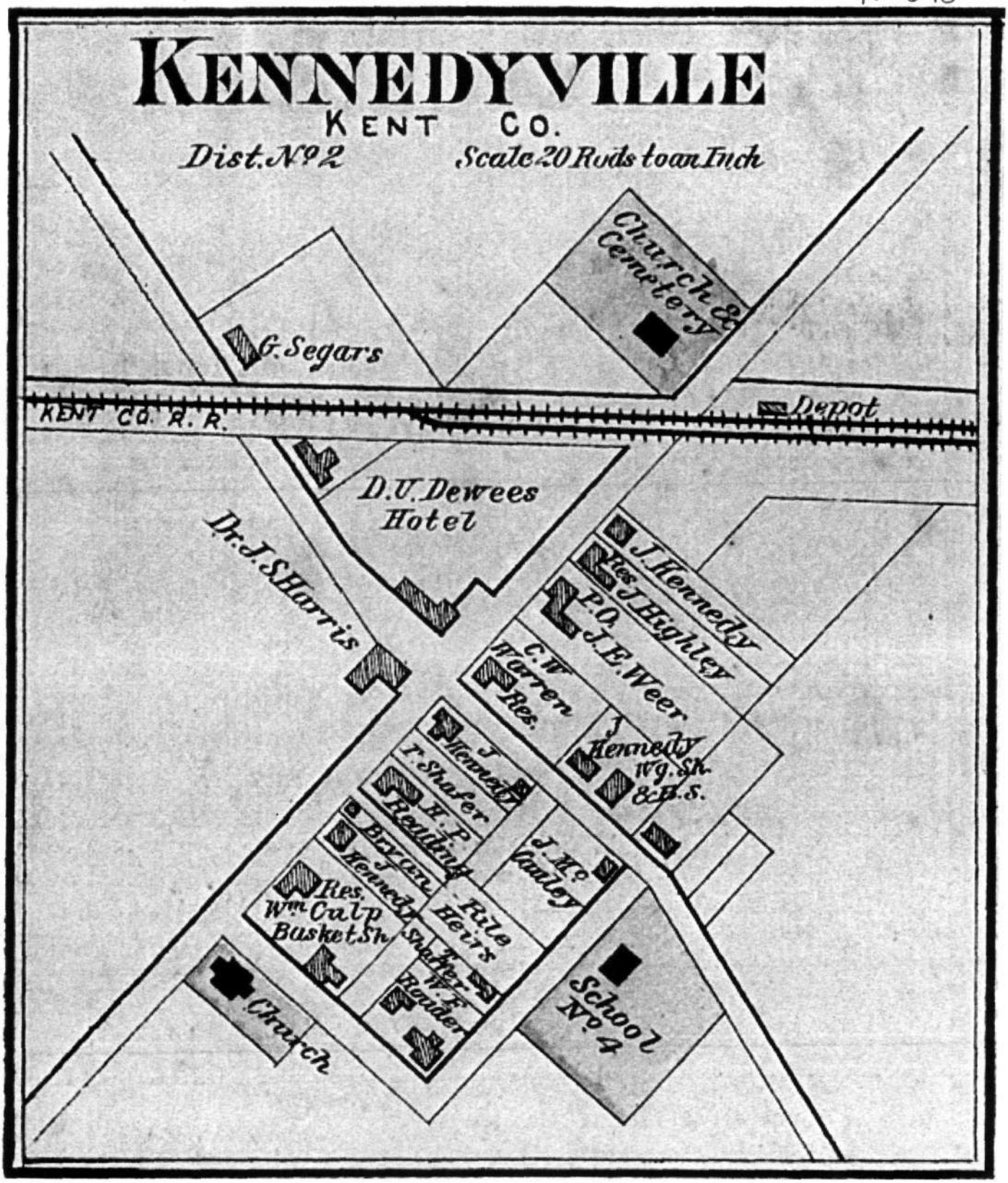


NO SCALE

REFERENCE: Lake, Griffing & Stevenson "Atlas of Kent and Queen Anne's Counties; dated 1877

FIGURE 2
SITE OF RAILROAD BRIDGE NO. 8.82 - 1877
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM
CHESTERTOWN RAILROAD / DELAWARE DIVISION - BRIDGE #8.82

K-698

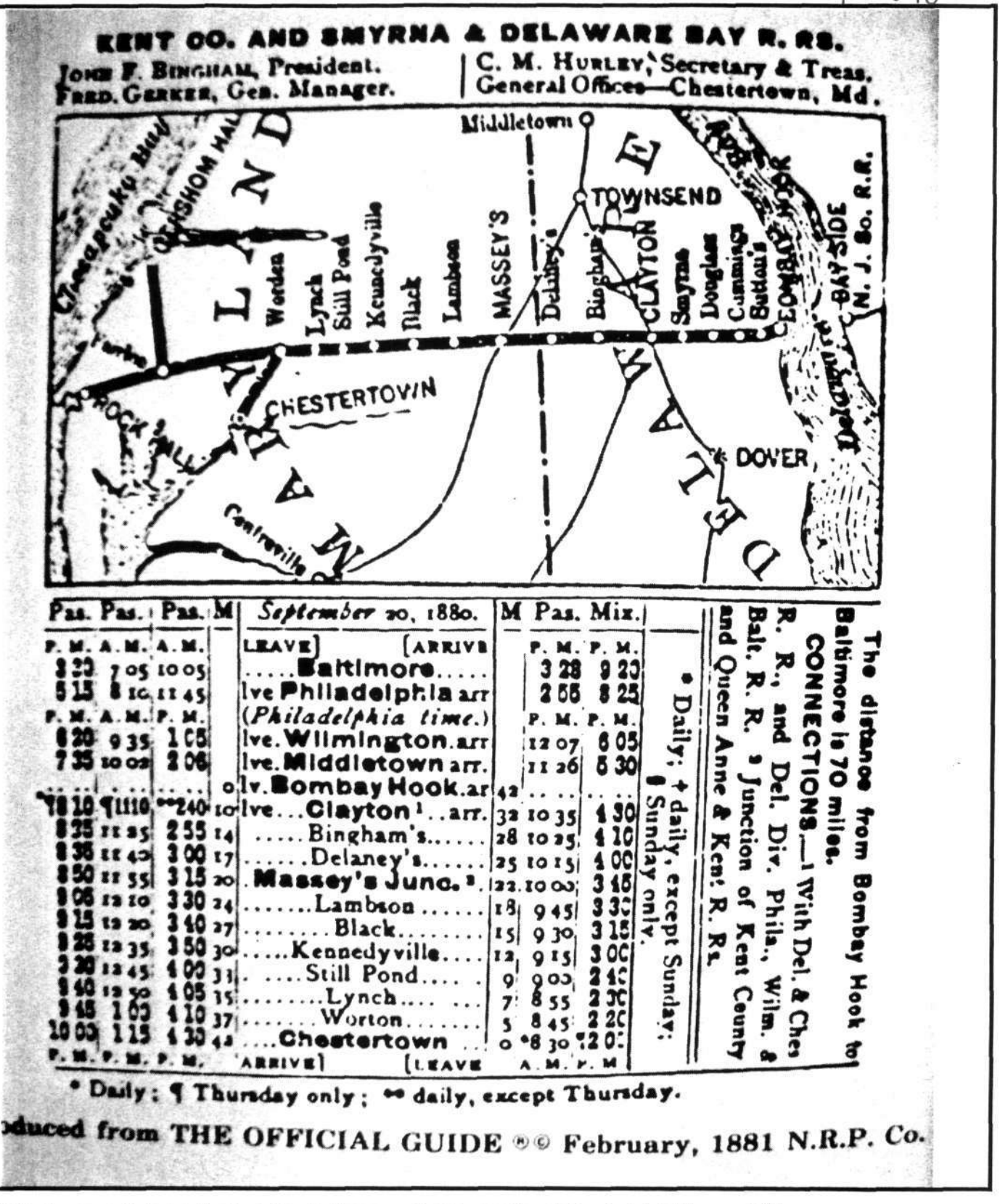


NO SCALE

REFERENCE: Lake, Griffing & Stevenson "Atlas of Kent and Queen Anne's Counties; dated 1877

FIGURE 3
KENNEDYVILLE - 1877
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM
CHESTERTOWN RAILROAD / DELAWARE DIVISION - BRIDGE #8.82

K-698



KENT CO. AND SMYRNA & DELAWARE BAY R. RS.

JOHN F. BINGHAM, President. | C. M. HURLEY, Secretary & Treas.
FRED. GERKER, Gen. Manager. | General Offices—Chestertown, Md.

Pas. P. M.	Pas. A. M.	Pas. A. M.	M	*September* 20, 1880.	M	Pas. P. M.	Mix. P. M.
				[LEAVE] [ARRIVE			
3 22	7 05	10 05		.....Baltimore.....		3 28	9 20
5 15	8 10	11 45		lve Philadelphia arr		2 55	8 25
				(*Philadelphia time.*)			
6 20	9 35	1 05		lve. Wilmington. arr		12 07	6 05
7 35	10 02	2 06		lve. Middletown arr.		11 26	5 38
.....	.....	.....	0	lv. Bombay Hook. ar	42	.....	.....
¶8 10	¶11 10	••2 40	10	lve...Clayton[1]..arr.	32	10 35	4 30
8 35	11 25	2 55	14	.....Bingham's.....	28	10 25	4 10
8 38	11 40	3 00	17	.....Delaney's.....	25	10 15	4 00
8 50	11 55	3 15	20	.Massey's Junc.[2].	22	10 02	3 45
9 05	12 10	3 30	24	.....Lambson.....	18	9 45	3 30
9 15	12 20	3 40	27	.....Black.....	15	9 30	3 15
9 25	12 35	3 50	30	.....Kennedyville....	12	9 15	3 00
9 30	12 45	4 00	33	.....Still Pond.....	9	9 00	2 45
9 40	12 50	4 05	35	.....Lynch.....	7	8 55	2 30
9 45	1 03	4 10	37	.....Worton.....	5	8 45	2 20
10 00	1 15	4 30	42	....Chestertown..	0	•8 30	•2 00
P. M.	P. M.	P. M.		[ARRIVE [LEAVE		A. M.	P. M.

* Daily; ¶ Thursday only; •• daily, except Thursday.

* Daily; † daily, except Sunday; ‖ Sunday only.

The distance from Bombay Hook to Baltimore is 70 miles.

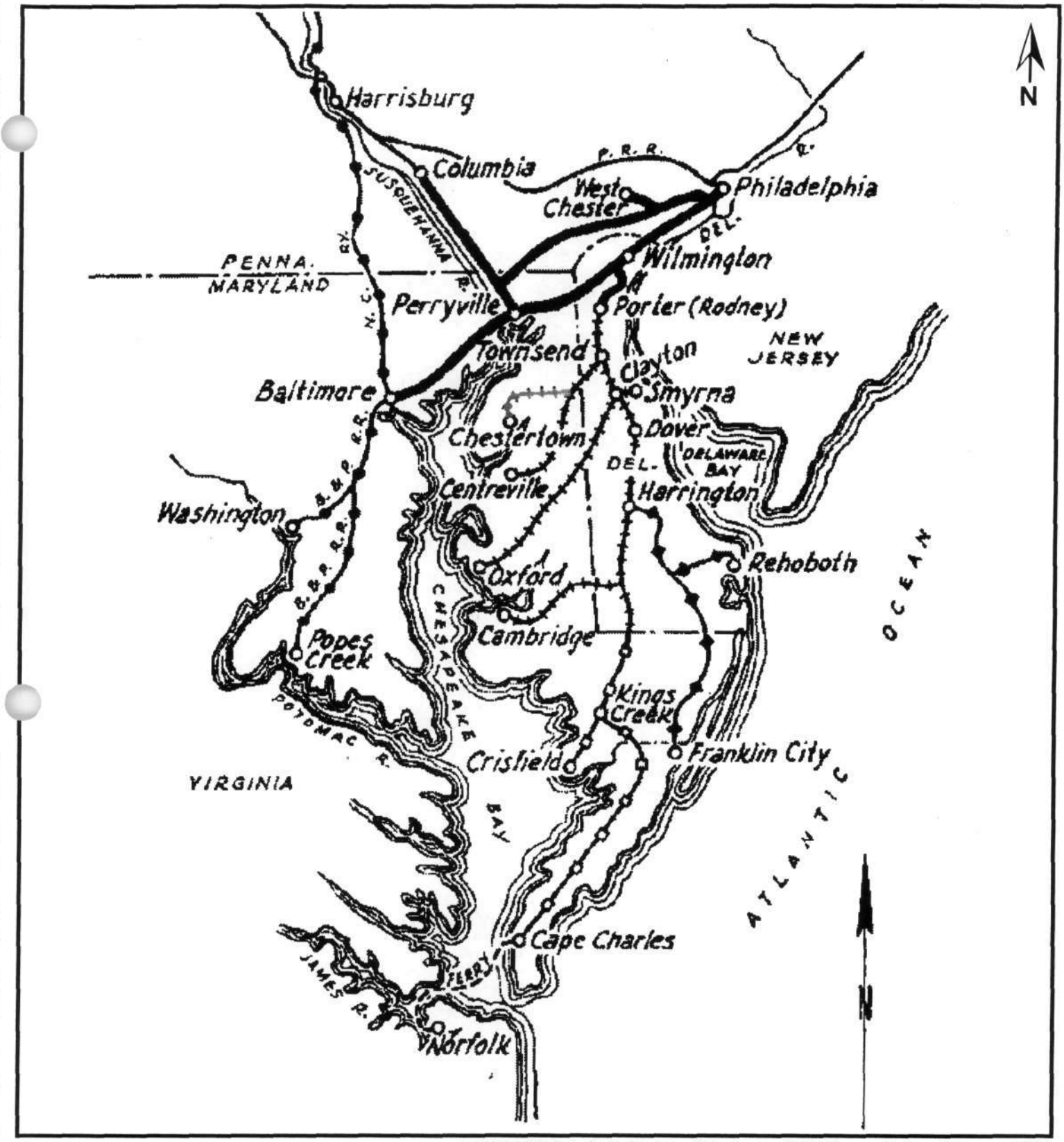
CONNECTIONS.—[1] With Del. & Ches. R. R., and Del. Div. Phila., Wilm. & Balt. R. R. [2] Junction of Kent County and Queen Anne & Kent R. Rs.

oduced from THE OFFICIAL GUIDE ®© February, 1881 N.R.P. Co.

REFERENCE: Passenger Schedule for Kent County, Smyrna and Delaware Bay Railroad; dated February 1881

FIGURE 4
PASSENGER SCHEDULE - 1881
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM
CHESTERTOWN RAILROAD / DELAWARE DIVISION - BRIDGE #8.82

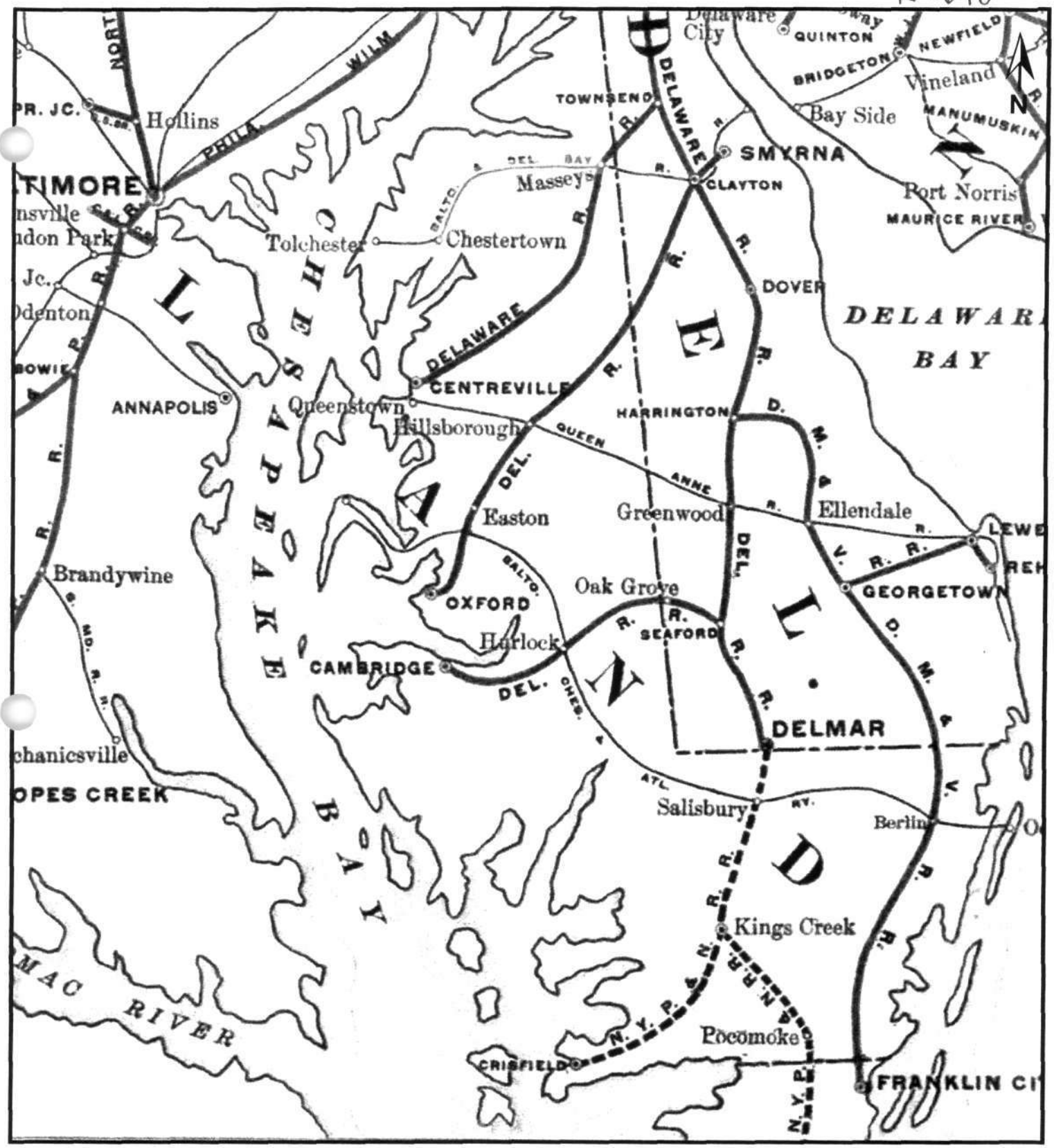
K-698



REFERENCE: Philadelphia, Wilmington & Baltimore Railroad System, 1881
New York P&N Railroad, 1884

FIGURE 5
KENT COUNTY AND SMYRNA & DELAWARE BAY RAILROAD - 1881
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM
CHESTERTOWN RAILROAD / DELAWARE DIVISION - BRIDGE #8.82

K-698



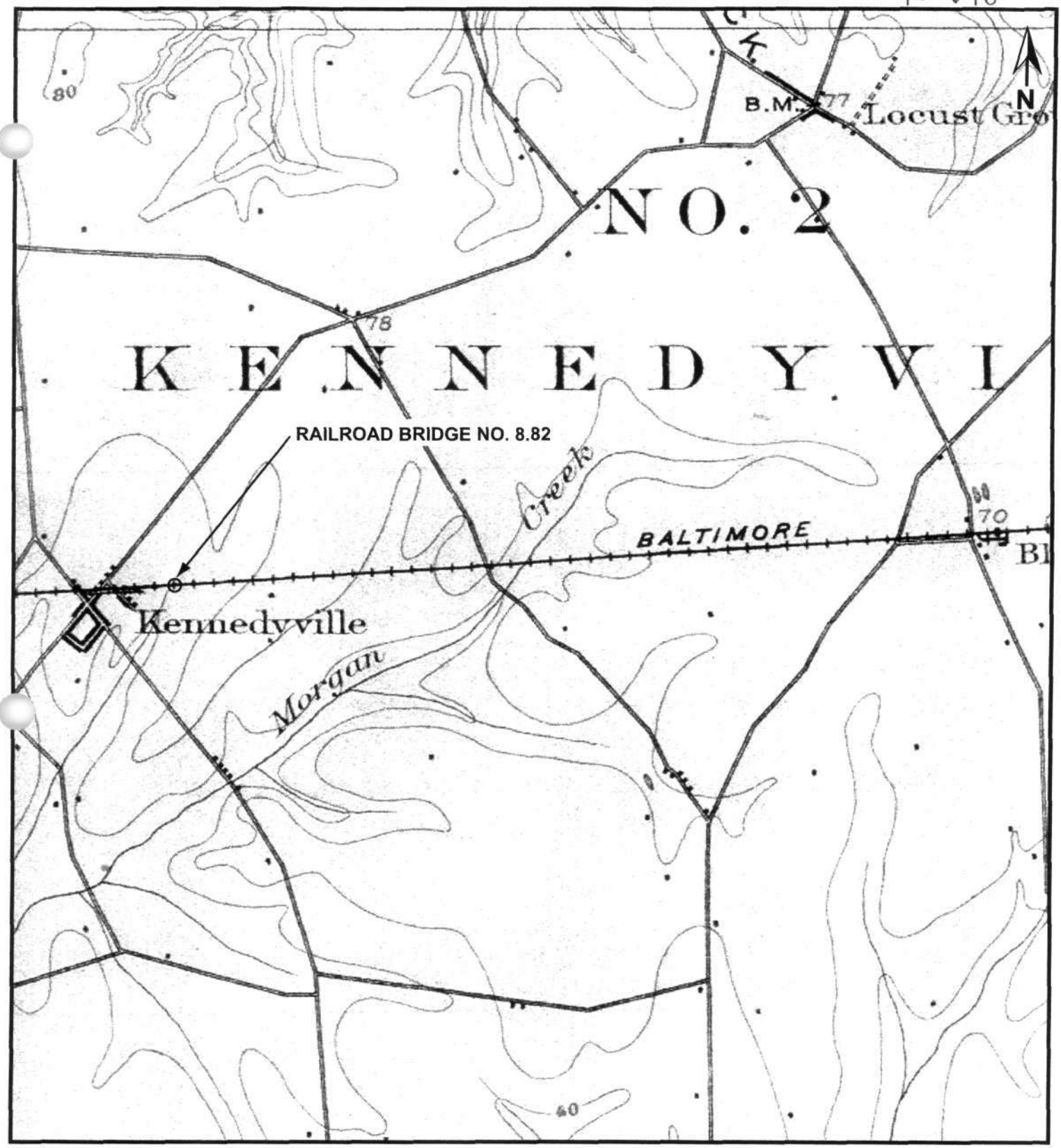
SCALE: 1" = 15 miles

0 7.5 15

REFERENCE: Map of Pennsylvania Railroad Company's Lines East of Pittsburgh and Erie, Dated July 1, 1899
Courtesy of RU Special Collections
http://mapmaker.rutgers.edu

FIGURE 6
DELAWARE RAILROAD - 1899
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM
CHESTERTOWN RAILROAD / DELAWARE DIVISION - BRIDGE #8.82

K-698



SCALE: 1" = 5,208'

0 2,604 5,208

REFERENCE: United States Department of Interior Geological Survey Cecilton, MD (1900)

FIGURE 7
SITE OF RAILROAD BRIDGE NO. 8.82 - 1900
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM
CHESTERTOWN RAILROAD / DELAWARE DIVISION - BRIDGE #8.82

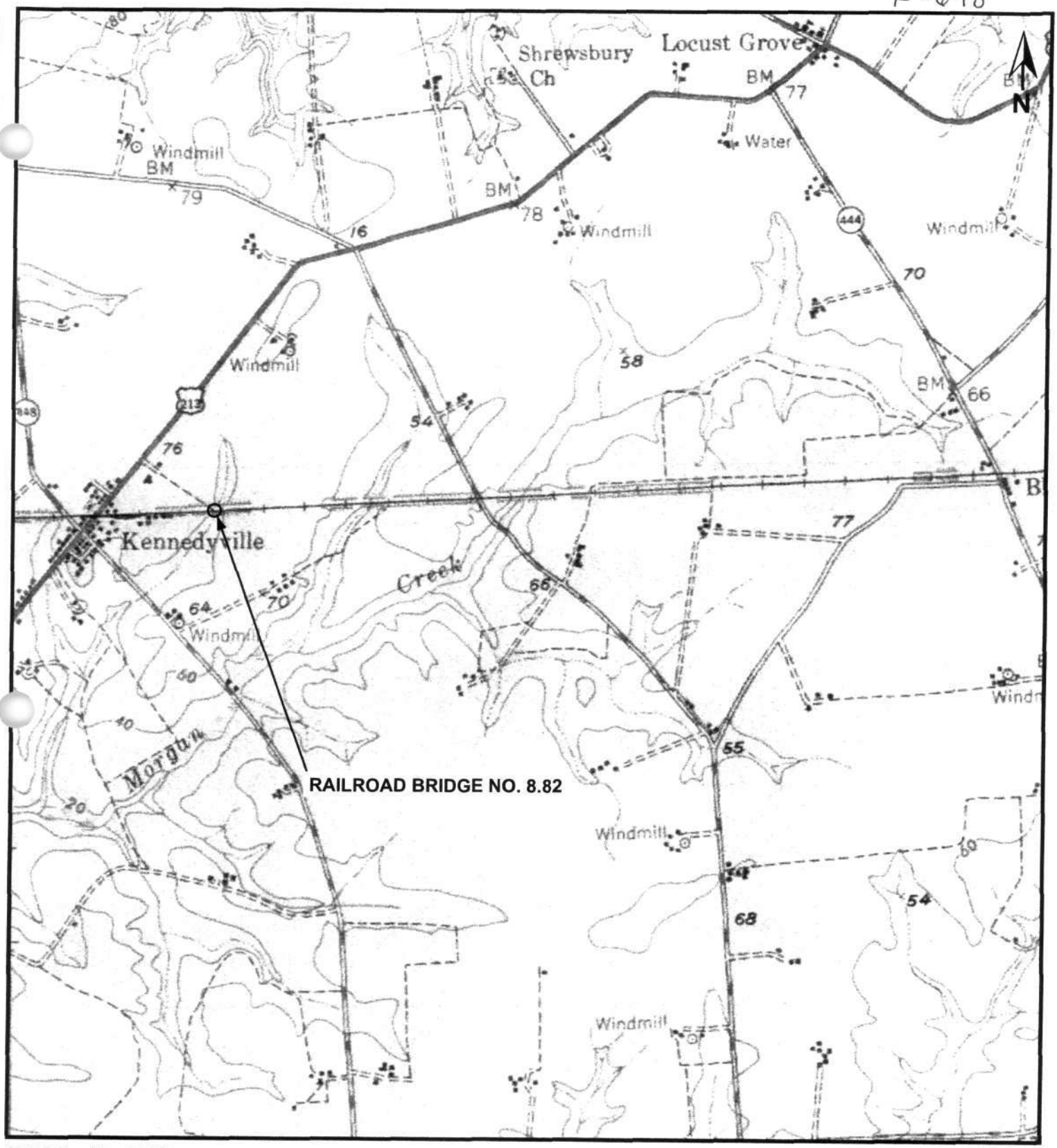
K-698

NO SCALE PROVIDED

REFERENCE: Pennsylvania Railroad and its Connections, Dated December 1, 1911
http://mapmaker.rutgers.edu, Courtesy of RU Special Collections

FIGURE 8
CAMBRIDGE RAILROAD, DELAWARE DIVISION - 1911
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM
CHESTERTOWN RAILROAD / DELAWARE DIVISION - BRIDGE #8.82

K-698



SCALE: 1" = 5,208'

0 2,604 5,208

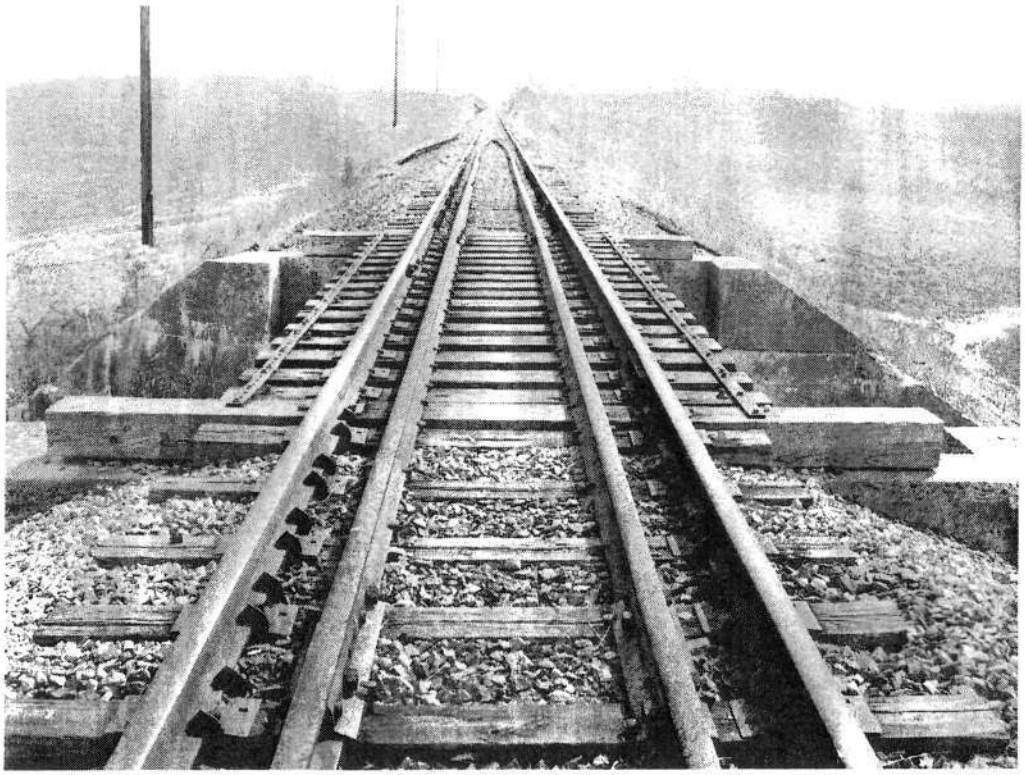
REFERENCE: United States Department of Interior Geological Survey Cecilton, MD (1951)

FIGURE 9
SITE OF RAILROAD BRIDGE NO. 8.82 - 1951
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM
CHESTERTOWN RAILROAD / DELAWARE DIVISION - BRIDGE #8.82

K-698

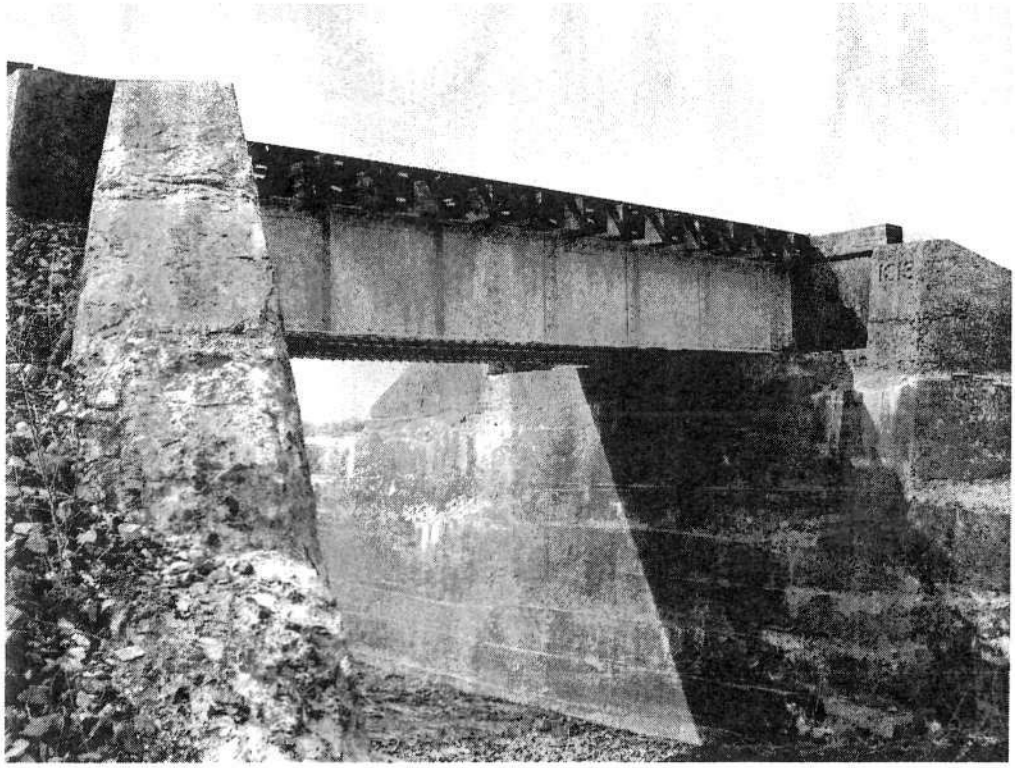
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

Chestertown Railroad / Delaware Division - Bridge #8.82



PHOTOGRAPH 1

View looking east toward Railroad Bridge No. 8.82 (April 2007).



PHOTOGRAPH 2

View looking southwest toward Railroad Bridge No. 8.82 (April 2007).

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PHOTOGRAPH 3

View looking west toward date stone on the east abutment of Railroad Bridge No. 8.82 (April 2007).

PHOTOGRAPH 4

View looking northeast toward Railroad Bridge No. 8.82 (April 2007).